

ARTICLE 10. ACCESS, CIRCULATION, PARKING and LOADING

10-1. Purpose and Intent

It is the intent and purpose of this Article (i) to ensure that the parking and circulation aspects of all development is well designed with regard to safety, efficiency and convenience for vehicles, bicycles, pedestrians and, where appropriate, transit, both within the development and to and from surrounding areas; (ii) reduce traffic congestion and hazards and to assure the maneuverability of emergency vehicles by requiring the adequate, appropriately designed and well placed provision of off-street parking and loading in proportion to the needs generated by varying types of land use; and (iii) protect homes and neighborhoods from the effects of vehicular noise and traffic generated by abutting non-residential land uses.

This Article sets forth minimum parking requirements in terms of numbers and dimensions of parking stalls and shared parking. It also addresses the number and placement of loading zones. This Article also provides standards for accessible, well placed, attractive, secure, properly lighted and well-maintained off-street parking facilities for the citizens of, and the visitors to Culpeper County.

10-2. Applicability and Scope

- A. Applicability. Except for single family detached and duplex dwellings, and agricultural uses, every use hereafter instituted, and every building or structure hereafter erected or enlarged, shall have permanently maintained off-street parking lots pursuant to the provisions set out in this Article. Where an existing lawful use has fewer parking spaces than the number of parking spaces that would be required by this Article, and the existing use is increased in density or intensity, additional parking spaces shall only need to be provided pursuant to this Article for the increased units, square footage or intensity of the use.
- B. Compliance with Regulations Generally. Wherever in any zoning district, off-street facilities are provided for the parking or display of any and all types of vehicles, boats or heavy construction equipment, whether such vehicles, boats or pieces of equipment are self-propelled or not, such off-street facilities and all land upon which vehicles traverse the property as a function of the property use, including "drive-in" facilities, shall conform to the minimum requirements of these regulations.

10-3. General Standards

- A. The parking and circulation system within each development shall accommodate the movement of vehicles, bicycles, pedestrians and, where appropriate, transit, throughout the proposed development and to and from surrounding areas, safely and conveniently, and shall contribute to the attractiveness of the development. The on-site pedestrian system must provide adequate directness, continuity, street crossings, visible interest and security as defined by the standards of this Article. The on-site bicycle system must connect to an adjacent bikeway network wherever it exists.
- B. No building or use shall be permitted or constructed unless off-street parking spaces are provided in accordance with the provisions of this Article.

10-4. Development Standards

These development standards promote vehicle areas that are safe and attractive for motorists and pedestrians. Vehicle use area locations are restricted in some zoning districts to promote the desired character of those zones. These regulations are designed to provide pedestrian access that is protected from motor vehicle traffic, and create an environment that is inviting to pedestrians, bicycle and, where appropriate, transit users. All development shall meet the following standards.

- A. **Safety Considerations.** To the maximum extent feasible, pedestrians shall be separated from vehicles and bicycles.
 - 1. Where complete separation of pedestrians, vehicles and bicycles is not possible, potential hazards shall be minimized by the use of techniques such as special paving, grade separations, pavement marking, signs or striping, bollards, median refuge areas, traffic calming features, landscaping, lighting or other means to clearly delineate pedestrian areas, for both day and night use.
 - 2. Where pedestrians and bicyclists share walkways, the pedestrian/bicycle system shall be designed to be wide enough to easily accommodate the amount of pedestrian and bicycle traffic volumes that are anticipated. A minimum width of eight (8) feet shall be required and shall meet American Association of State Highway and Transportation Officials (AASHTO) guidelines, Guide for Development of Bicycles Facilities, August 1991, or any successor publication.
- B. **Curbcuts and Ramps.** Curbcuts and ramps shall be located at convenient, safe locations for the physically disabled, bicyclists, senior citizens and for people pushing strollers. The location and design of curbcuts and ramps shall meet the requirements of the Virginia Statewide Building Code, the Americans With Disabilities Act, and any applicable County standards. Curbcuts and ramps shall avoid crossing or funneling traffic through loading areas, drive-through lanes and outdoor trash storage/collection areas.
- C. **Site Amenities.** Development plans that include off-street parking lots with more than one hundred (100) parking spaces, shall include site amenities that enhance safety and convenience and promote walking or bicycling as an alternative means of transportation. Site amenities should include such items as bike racks, canopies and benches.
- D. **Bicycle Facilities.** All multi-family residential and governmental uses and all other non-residential uses requiring more than twenty parking spaces, shall provide bicycle facilities that meet the following standards:
 - 1. **Bicycle Parking.** A minimum number of bicycle parking spaces shall be provided, equal to five (5) percent of the total number of automobile parking spaces provided by the development; however, no less than one (1) nor more than twenty (20) spaces shall be required for any one development.
 - 2. **Location.** For convenience and security, bicycle parking facilities shall be located near building entrances, shall be visible from the land uses they are designed to serve, and

shall not be located in remote automobile parking areas. Such facilities shall not, however, be located to impede pedestrian or automobile traffic flow nor to cause damage to landscape material from bicycle traffic.

3. Design. Bicycle parking facilities shall be designed to allow the bicycle frame and one wheel to be securely locked to the parking structure. The structure shall be of permanent construction such as heavy gauge tubular steel with angle bars permanently attached to the pavement.

E. Walkways

1. Directness and Continuity. Walkways within the site shall be located and aligned to directly and continuously connect areas or points of pedestrian origin and destination, and shall not be located and aligned solely based on the outline of a parking lot configuration that does not provide such direct pedestrian access. Connecting walkways shall link building entrances with street sidewalks through parking lots. Connecting walkways shall be grade separated from the parking lot, with a paved surface not less than four (4) feet in width.
2. Street Crossings. Where it is necessary for the primary pedestrian access to cross drive aisles or internal roadways, the pedestrian crossing shall emphasize and place priority on pedestrian access and safety. The material and layout of the pedestrian access shall be continuous as it crosses the driveway, with a break in continuity of the driveway paving and not in the pedestrian access way. The pedestrian crossings shall be well-marked using such techniques as pavement treatments, signs, painted striping, signals, lighting, traffic calming techniques, median refuge areas and landscaping.
3. Visibility, Safety and Security. Connecting off-street walkways must be lighted in accordance with the standards found in Article 32. Clear and direct lines of sight shall be provided in pedestrian settings to increase visibility, safety and security.

- F. On-site Connectivity to Pedestrian and Bicycles Destinations. The on-site pedestrian and bicycle circulation system must be designed to provide, or allow for future, direct connections to major pedestrian and bicycle destinations including, but not limited to, parks, schools, government establishments, transit stops, and neighborhood commercial nodes that are located either within the development or adjacent to the development, to the maximum extent feasible. The on-site pedestrian and bicycle circulation system must also provide, or allow for future, on-site connections to existing or planned off-site pedestrian and bicycle facilities at points necessary to provide direct pedestrian and bicycle travel from the development to similar major pedestrian destinations located within the neighborhood. To provide such on-site direct pedestrian connections to these destinations, additional sidewalks or walkways not associated with a street, or the extension of a sidewalk from the end of a cul-de-sac to another street or walkway, may be required.

- G. Drive-thru Stacking. Drive-thru banking facilities, drive-thru restaurants, drive-thru pharmacies, and similar uses shall require adequate stacking space for four (4) vehicles for each customer window.

10-5. Access and Off-Street Parking Requirements

All vehicular use areas in any proposed development shall be designed to be safe, efficient, convenient and attractive. In addition, all vehicular use areas shall be designed considering all modes of transportation that may use the system, including without limitation, cars, trucks, buses, bicycles and emergency vehicles.

- A. Access. Unobstructed vehicular access to and from a public street shall be provided for all off-street parking spaces. Vehicular access shall be provided in such manner as to protect the safety of persons using such access or traveling in the public street from which such access is obtained and in such manner as to not reduce the traffic-carrying capacity of the public street from which such access is obtained. All off-street parking areas of five (5) or more spaces shall be designed so no parking or maneuvering shall be on any public street, right-of-way, or sidewalk, and, except as otherwise allowed herein, so all vehicles, except as allowed in Section 10-4(G), can be parked and unparked without moving another vehicle. In addition, off-street parking spaces shall be arranged so no vehicle shall be required to back out directly onto a public street.

B. Location.

1. All off-street parking spaces, whether required or excess, shall be located on the same lot as the building or use for which they are required unless:
 - a. Such spaces are provided collectively by two (2) or more buildings or uses on abutting lots in a single parking area located within the boundaries of such abutting lots, and the total number of parking spaces supplied collectively is equal to the number of spaces required by this Article for each use considered separately, or
 - b. For non-residential uses, an off-site parking agreement must be approved by the Planning Commission. In such instances, the off-site parking facilities shall be located within three hundred (300) feet of the building they are intended to serve. The application for an off-site parking agreement shall demonstrate to the satisfaction of the Planning Commission that practical difficulties prevent the location of all the off-street parking on site.
 - 1) Off-site parking agreements, in a form acceptable to the County Attorney, shall provide: that the land comprising the parking facilities shall not be disposed of except in conjunction with the sale of the premises which the parking area serves, so long as the facilities are required; that the owner(s) agrees to bear the expense of recording the agreement; agrees that the agreement shall bind their heirs, successors and assigns and demonstrates that a safe pedestrian route exists.

2. Parking of any vehicles in the front yard of a lot on which exists a single-family detached or duplex dwelling, except such dwellings associated with agricultural uses, shall be prohibited unless such vehicles are parked on an improved area having a surface of asphalt, concrete, rock, shell, gravel or similar inorganic material.
 3. Guest Parking. Off-street guest parking spaces in multi-family developments shall be distributed proportionally to the dwelling unit locations they are intended to serve. Generally, such parking shall not be located more than two hundred (200) feet from the dwelling units intended to be served.
 4. In residential zone districts, only off-street parking areas to serve the uses allowed in such residential zone districts shall be permitted in such district.
 5. A use located in a non-residential zoning district shall not gain its access through, nor have its off-street parking area located in, a residential zoning district.
- C. Lighting. All off-street parking and vehicular use areas of twenty (20) or more spaces shall be lighted in accordance with Article 32.
- D. Maintenance. The property owner shall be responsible for maintaining all off-street parking and vehicular use areas in good condition and free of refuse and debris and all landscaping in a healthy and growing condition.
- E. Use. Off-street parking and vehicular use areas shall not be used for sales, outdoor storage, repair, dismantling or servicing of any type or kind, nor shall areas devoted to such activities count towards meeting a use's off-street parking requirement.

10-6. Parking Lot Layout

For the purposes of this section, the term "parking lot" shall mean an off-street parking area of fifteen (15) or more vehicles. These parking lot layout standards are intended to promote safe circulation within parking areas and to provide for convenient ingress and egress of motor vehicles.

- A. Circulation Routes. Parking lots shall provide well-defined circulation routes for vehicles, bicycles and pedestrians.
- B. Traffic Control Devices. Standard traffic control signs and devices shall be used to direct traffic where necessary within a parking lot.
- C. Landscaping. All parking lots shall be landscaped in accordance with Article XXX of this Ordinance.
- D. Points of Pedestrian Conflict. The layout and design of parking lots shall specifically address the interrelation of pedestrians, vehicular and bicycle circulation to provide continuous, direct pedestrian access with a minimum of driveway and drive aisle crossings.

Remedial treatment such as raised pedestrian crossings, forecourts and landings, special paving, signs, lights and bollards shall be provided at significant points of conflict. Large parking lots shall include internal walkways that are located in places that are logical and convenient for pedestrians.

- E. User Needs. Layout and design shall anticipate the needs of users and provide continuity between vehicular circulation, parking, pedestrians and bicycle circulation. Pedestrian drop-off areas shall be provided where needed, especially for land uses that serve children and the elderly.
- F. Curbs and Stops. All paved off-street parking lots shall use curbs, vehicle stops or other similar devices to prevent vehicles from overhanging on or into, public rights-of-way, landscaped areas, or abutting lots.
- G. Truck Traffic. All uses that are located adjacent to or within two hundred (200) feet of residentially zoned property and that generate truck traffic shall avoid or mitigate impacts through physical design measures such as berming, landscaping, and fencing.
- H. Setbacks. All paved off-street parking and vehicle use areas, except for ingress/egress drives, shall be set back from lot lines (except a lot line between buildings or uses in unified developments) in accordance with the following table:

Table 10-1

Street Classifications	Minimum width of setback at any point
Along arterial streets	20 ft.
Along all other streets	10 ft.
Along a lot line	5 ft.
Along alleys	0 ft.

10-7. Required Number of Off-Street Parking Spaces by Use.

The following parking requirements are established for all zoning districts.

- A. The minimum number of off-street parking spaces for use categories is stated in Table 10-2. Table 10-2 applies unless specifically superseded or modified by other portions of this Ordinance or the County Code, or in connection with the approval of a site plan where the Planning Commission specifically grants a modification.
- B. Computation of Required Spaces. Fractional space requirements shall be rounded up to the next whole number. In stadiums, sports arenas, churches/synagogues, and other places of public assembly where occupants utilize benches, pews or similar fixed seating arrangements, each eighteen (18) lineal inches of such seating shall be counted as one seat.

- C. **Uses Not Listed.** The Zoning Administrator shall determine the parking requirements for uses not listed herein based on the requirements for similar uses and the traffic characteristics of the use.
- D. **Handicapped Parking.** Handicapped parking shall be provided consistent with the requirements of Virginia Uniform Statewide Building Code, as may be amended.
- E. **Shared Parking.** When a mix of uses creates staggered peak periods of parking demand, shared parking may be used to reduce the total amount of required parking, if approved by the Planning Commission in conjunction with site plan approval. In such instances, the applicants shall demonstrate to the satisfaction of the Planning Commission that the periods of peak use are separated sufficiently and shared parking spaces are available to all uses showing them, so as to not cause a parking demand problem.
- F. **Separate Calculations.** When a use has more than twenty (20%) percent of its floor area in a distinct function (i.e., office, meeting facility, warehouse, retail), the amount of required parking shall be calculated separately for each function. An example would be a 40,000 sq.ft. use with a 10,000 sq.ft. office area and a 30,000 sq.ft. warehouse. In this example, the required parking would be computed separately for the office and warehouse functions.

Table 10-2		
Minimum Required Off-Street Parking By Use		
Use Categories	Specific Uses	Required Parking
Residential Use Categories		
Household Living		
Single-family		2
Two-family/Duplex		2/unit
Three-family/Triplex		2/unit
Multi-family	Efficiency/studio	1/unit
	One bedroom	1.25/unit
	Two bedroom	1.5
	Three or more bedrooms	2.0/unit
Manufactured housing		1.5/manufactured home; plus 1/300 gross sq. ft. of office, laundry, recreation structure & similar facilities in a manufactured home park
Group Living		
Dormitory		1/room
Special care homes		
	Assisted living facility, community residential home, group home facility & residential treatment facility	1/2 beds by licensed capacity
	Nursing homes	1/4 beds by licensed capacity
Commercial Categories		
Car Wash		4/bay or stall
Convenience store		1/500 sq. ft. plus 1/employee
Bar/Tavern/Nightclub		1/100 gross sq. ft.
Club, private, fraternal, civic		1/150 gross sq. ft.
Funeral homes, crematories		1/4 seats in chapel with fixed seating; 1/60 gross sq. ft. in chapel without fixed seating

Furniture/carpet store		1/500 sq. ft. plus 1/employee
Hotels, motels, bed & breakfast inns, etc.		1.1/guest room; plus accessory uses
Kennel		1/400 gross sq. ft. but not less than 5
Motor vehicle sales agency, sales lot, showroom		1/500 gross sq. ft. of indoor sales & office area; plus 1/300 sq. ft. of outdoor sales lot
Vehicle Repair		1/200 gross sq. ft. but not less than 5
Restaurants		1/150 gross sq. ft.
Fast Food		1/75 gross sq. ft. but not less than 5
Retail, sales and service Uses not specifically Identified		1/250 gross sq. ft. up to 20,000 sq. ft.; plus 1/275 gross sq. ft. from 20,001 sq. ft. to 100,000 sq. ft.; plus 1/300 gross sq. ft. above 100,000 sq. ft.
Theaters		1/4 fixed seats
Meeting Auditorium, stadium, Ball field & convention facilities		1/4 fixed seats and/or 1/6 occupants based on maximum occupancy rating of the facility for area without fixed seats
Offices		
General		1/200 gross sq. ft. up to 3,000 sq. ft.; plus 1/300 gross sq. ft. from 3,001 sq. ft. to 10,000 sq. ft.; plus 1/325 gross sq. ft. over 10,000 sq. ft.
Dental		1/175 gross sq. ft.
Financial institution		1/250 gross sq. ft.
Medical		1/200 gross sq. ft. up to 3,000 sq. ft.; plus 1/250 gross sq. ft. from 3001 sq. ft. to 5,000 sq. ft.; plus 1/300 gross sq. ft. from 5,001 sq. ft. to 10,000 sq. ft.; plus 1/350 gross sq. ft. from 10,001 sq. ft. to 20,000 sq. ft.; plus 1/400 gross sq. ft. over 20,000 sq. ft.
Medical or dental laboratory		1/400 gross sq. ft.
Veterinary hospital/clinic		Up to 5,000 sq. ft. of gross floor area: 10 spaces Greater than 5,000 sq. ft. gross floor area: 10 spaces plus additional as required by Zoning Administrator
Industrial Categories		
Lumber & Building Material Yard, Junk Yard, Storage Yard		1/1.5 employees plus 1/company vehicle with no less than 1/1,000 gross sq. ft. of building area
Manufacturing and Production		1/750 gross sq. ft.
Mining, quarries, excavation, production drilling		1/employee plus 1/company vehicle
Industrial Service		

Research & development		1/400 gross sq. ft.
Warehouse & Freight Movement		1/1,000 gross sq. ft. up to 3,000 sq. ft.; plus 1/2,000 gross sq. ft. over 3,000 sq. ft.
Wholesale Sales		1/1,000 gross sq. ft.
Self-Service Storage		1/20 units but no less than 6
Institutional Use Categories		
Religious Institutions		1/4 fixed seats and/or 1/6 occupants based on maximum occupancy rating of the facility for area without fixed seats; plus plus accessory uses
Library, Museum, Cultural Center or Similar Facility		1/300 sq. ft.
Day care center (adult & child)		1/300 gross sq. ft.; plus 3 spaces for off-street loading/unloading
Medical Centers		1/bed by licensed capacity plus 1/doctor plus 1 per 2 employees on main shift plus add'l for outpatient
Emergency shelter home		.25/bed; plus 1/250 gross sq. ft. of office area
Cemetery, mausoleum & columbaria		1/250 gross sq. ft. of office area but not less than 10
Schools		
Elementary, middle & junior high		2/classroom
High School		6/classroom; plus accessory uses of stadiums & auditoriums
Special Education & Business		10/classroom plus 1/3 employees
Colleges		10/classroom; plus accessory uses
Vocational, trade and business schools		1/300 gross sq. ft.
Recreational Categories		
Arcade/game room, Billiard parlor		1/250 gross sq. ft.
Bowling alley		4/lane
Court sports facility		4/court
Parks, Playgrounds, Tot Lots & Open Space		1/10 acres; plus 1/300 gross sq. ft. floor area plus additional as determined by the Zoning Administrator based on similar type of facility/use as listed herein
Botanical Gardens		1/250 gross sq. ft.; plus 1/1,000 sq. ft. of outdoor display area
Golf/Country Club (Public)		3/hole; plus appropriate amount for accessory uses (i.e., restaurant, meeting rooms, etc.)
Miniature golf		1.5/hole
Private/Community recreational uses		
	Club	1/200 gross sq. ft.
	Active recreational uses (not courts or golf courses)	3/acre
	Golf Course	3/hole

	Hard or Soft Courts	4/court
	Restaurant	1/200 gross sq. ft.
	Swimming Pool	0.33 spaces per person of permitted occupancy at the pool at one time, subject to a lesser number determined by the Zoning Administrator in accordance with the number of members who are within a reasonable walking distance.

10-8. Parking Dimensional Standards.

All off-street parking areas shall comply with the following provisions:

- A. Standard Spaces. Off-street parking spaces for standard vehicles shall conform to the dimensions shown in Table 10-3.
- B. Compact Vehicle Spaces. Off-street parking lots and parking garages may include up to twenty (20%) percent compact car stalls using the dimensions shown in Table 10-3. Compact car spaces must be clearly labeled for, and restricted to, compact vehicle use.

Table 10-3 Minimum Parking Space and Aisle Dimensions						
Angle (A)	Type	Width (B)	Stall Depth (C)	1 Way Aisle Width (D)	2 Way Aisle Width (D)	Curb Length (E)
0° (parallel)	Standard	9 ft.	20.5 ft.	13 ft.	24 ft.	23 ft.
	Compact	7.5 ft.	18.5 ft.	12 ft.	24 ft.	20 ft..
30°	Standard	9 ft.	17 ft.	13 ft.	N/A	18 ft.
	Compact	8 ft.	14 ft.	12 ft.	N/A	17 ft.
45°	Standard	9 ft.	18 ft.	13 ft.	N/A	12.5 ft.
	Compact	8 ft.	16 ft.	12 ft.	N/A	11.5 ft.
60°	Standard	9 ft.	18 ft.	16 ft.	20 ft.	10.5 ft.
	Compact	8 ft.	16.5 ft.	15 ft.	20 ft.	10 ft.
90° (perpendicular)	Standard	9 ft.	19 ft.	N/A	24 ft.	18 ft.
	Compact	8 ft.	17 ft.	N/A	22 ft.	15 ft.

10-9. Off-Street Loading.

A minimum number of off-street loading spaces are required to ensure adequate areas of loading for certain uses and developments. These regulations ensure that the appearance, layout and design of loading areas will function properly, provide safe usage and be consistent with that of off-street parking areas.

A. Number of Off-Street Loading Spaces.

1. Residential buildings shall meet the following standards:
 - a. No loading spaces are required where there are less than ten (10) dwelling units in the building and the building lot abuts a local street.
 - b. One loading space is required for all other buildings.
2. Buildings where any portion of the floor area is in non-residential uses shall meet the following standards:
 - a. No loading spaces are required for buildings with less than 10,000 sq.ft. of gross floor area; except
 - 1) Bar, food store, medical & dental laboratory, nightclub, research & development, restaurant, and free-standing fast food restaurant uses shall require one (1) loading space. The loading space required may be located in an abutting alley.
 - 2) Funeral home, manufacturing, motor vehicle sales agency, motor vehicle storage lot, and warehouse & freight movement and wholesale uses shall require one (1) loading space. The loading space required shall be located on the lot.
 - b. One loading space is required for buildings with 10,000 sq.ft. or more, up to 60,000 sq.ft. of gross floor area.
 - c. Two loading spaces are required for buildings with more than 60,000 gross sq. ft. of floor area.

B. Size of Loading Spaces. Off-street loading spaces shall be at least thirty-five (35) feet long, eleven (11) feet wide and have a vertical clearance of at least fourteen (14) feet. However, in commercial and industrial projects of more than one building, some of the loading spaces may be reduced in length to thirty (30) feet in length if one standard sized space per building is provided. The Planning Commission or Zoning Administrator may require longer spaces for uses where vehicles exceeding thirty-five feet in length are anticipated.

C. Pavement. All off-street loading areas shall be surfaced with asphalt, bituminous or concrete material, clay, brick or concrete paving units, and maintained in a smooth, well graded condition.

D. Accessibility. Each off-street loading space shall be directly accessible from a street or alley without crossing or entering any other off-street loading space. Loading spaces shall be accessible from the interior of the building it serves and arranged for safe and convenient ingress and egress by truck and truck and trailer combinations. In addition, loading spaces shall be designed so that no truck or trailer is required to back from such space directly onto a public right-of-way, except alleys.

- E. Off-street loading areas shall not be used for sales, outdoor storage, repair, dismantling or servicing of vehicles of any type.
- F. Changes in Use. When the use of a building or lot, or any portion thereof, is changed or enlarged, full compliance with the off-street loading regulations shall be required.

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